

The Hongkong Telegraph.

No. 82.

SATURDAY, APRIL 29, 1882.

FIVE DOLLARS
PER QUARTER.

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED).....\$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

LE CERCLE TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed
AGENTS of the above Company, are prepared to
GRANT POLICIES on MARINE RISKS to all
parts of the World.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [4]

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [6]

RECORD OF AMERICAN and FOREIGN
SHIPPING.

Agents,
ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [3]

THE CITY OF LONDON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP.....£200,000.
PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed
Agents for the above Company, are prepared to
ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [165]

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).
UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed
Agents for the above Company, are prepared to
ACCEPT FIRE and MARINE RISKS at Current
Rates, allowing usual discounts.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [164]

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00.
PERMANENT RESERVE.....Tls. 230,000.00.
SPECIAL RESERVE FUND.....Tls. 288,936.17.

TOTAL CAPITAL and
ACCUMULATIONS, 2nd
April, 1881.....Tls. 938,936.17.

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq. WM. MEYERHOF, Esq.
A. J. M. INVERARY, Esq. C. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARRING BROTHERS & Co.
Bankers.

RICHARD BLACKWELL, Esq., Agent.

68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for Interest
on shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business in
proportion to the premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 28th April, 1882. [53]

To be Let.

TO LET.

THE SIX FOUR-STORYED SUBSTANTIAL
DWELLING HOUSES now in course of
erection at the bottom of Old Bailey-street in
Hollywood Road, on the site of the Premises
formerly occupied by Messrs. T. ALGAR & Co.,
House Agents, &c.

These Desirable Premises will be completed in
about four months, and the Undersigned is pre-
pared to make any changes or alterations in the
construction or internal arrangements of the
buildings to suit tenants desirous of taking one or
all of the Houses on lease.

These Houses will be found specially adapted for
Parson Merchants, being situated in the centre
of the Parson district of the city, and having
commodious and suitable Godowns underneath
for the storage of Opium and other Merchandise.

For Full Particulars, apply to

FRED. RICKARDS,
United Club, Staunton-street.
(Opposite Union Church).
Hongkong, 15th April, 1882. [243]

TO LET.

OFFICES in No. 13, QUEEN'S ROAD
CENTRAL. ALSO
No. 4, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 25th March, 1882. [74]

TO LET.

TWO GODOWNS
now occupied by the
HONGKONG DISPENSARY.

Possession from 1st May.
Apply to
ROSE & Co.,
Queen's Road.
Hongkong, 21st April, 1882. [266]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction, on
MONDAY,

the 1st day of May, 1882, at THREE O'CLOCK
P.M., on the Premises,
No. 8, WELLINGTON-STREET.

ALL that PIECE or PARCEL of GROUND
situate at Victoria, Hongkong, measuring
North of Wellington-street 18 feet 3 inches; on
the East by d'Aguilar-street measuring thereon
49 feet 10 inches; on the south of Inland Lot
136, measuring 18 feet 5 inches; on the West
by Overbeck's portion, Inland Lot 136, mea-
suring 49 feet 10 inches; which PIECE or
PARCEL of LAND is registered in the Land
Office as section A of Inland Lot 136.

THE SHOP No. 8, WELLINGTON-STREET
is at the corner of Wellington and d'Aguilar-
streets.

For Further Particulars, and Conditions of Sale,
apply to

J. M. GUEDES,
Auctioneer.

No. 33, WELLINGTON-STREET.
Hongkong, 15th April, 1882. [242]

PUBLIC AUCTION

OF VALUABLE PROPERTY.

THE Undersigned has received instructions
from the MORTGAGEE to sell by Public
Auction, on

WEDNESDAY,

the 3rd May, 1882, at 3 P.M., on the Premises,
THE Three Substantially Built CHINESE
SHOPS, in Queen's Road West, Nos. 42, 44,
and 46, Registered in the LAND OFFICE as
section A of INLAND LOT 363, and section
B of INLAND LOT 366, Victoria, Hongkong.

For Further Particulars and Conditions of
Sale,
Apply to

J. M. GUEDES,
Auctioneer.

33, WELLINGTON-STREET, Hongkong.
Hongkong, 20th April, 1882. [258]

PUBLIC AUCTION.

A VALUABLE LEASEHOLD
PROPERTY,
lying between Bonham-strand and Wing Lok-
street, will be offered for sale by Public Auction,
under instructions from the MORTGAGEE,
IN ONE LOT.

By Mr. J. M. GUEDES, Auctioneer, on
THURSDAY,

the 4th day of May, 1882, at THREE P.M., at the
Premises, comprising—

THOSE several PIECES or PARCELS of
GROUND, situate at Victoria, Hongkong,
known and Registered in the LAND OFFICE
as the Remaining portion of section A of
MARINE LOT No. 1, section E of MARINE
LOT No. 4, section F of MARINE LOT No. 4,
and sub-section One of section A of MARINE
LOT No. 4A.

To view a plan of the Premises, and for
Further Particulars and Conditions of Sale,
Apply to

BREMERSON & WOTTON,
solicitors for the Mortgagee,
or to
THE AUCTIONEER.

Hongkong, 21st April, 1882. [265]

PUBLIC AUCTION.

OF VALUABLE PROPERTY IN BONHAM-
STRAND AND JERVOIS-STREET.

THE Undersigned will sell by Public Auction,
on

MONDAY,

the 8th day of May, 1882, at TWO P.M., on the
spot (Shop No. 103 Jervois-street).

Under instructions received from the MORT-
GAGEE:

FIRST LOT.

ALL that PIECE or PARCEL of GROUND,
situate in Victoria, Hongkong; the North side in
Bonham-strand measuring 15 feet 6 in.; on the
South side thereof in Jervois-street measuring
14 feet 9 in.; the East side thereof on a close
registered in the LAND OFFICE as INLAND
LOT 859, measuring 172 feet; and on the West
partly on a close registered in the LAND
OFFICE as INLAND LOT 860 and partly
on a close registered in the LAND OFFICE
as INLAND LOT 862, measuring 57 feet 6 in.
and one hundred and eight feet 6 in.; which
said Piece or Parcel of GROUND contains, in
the whole 2557 square feet.

Together with the SHOP No. 103 Jervois-
street and SHOP No. 72 Bonham-strand.
Yearly Crown Rent \$45.08.

SECOND LOT.

ALL that PIECE or PARCEL of GROUND
abutting on the North side on Bonham strand
measuring 13 feet 2 in.; on the South side
thereof on Jervois-street measuring 12 feet 6 in.;
on the East side on a close registered in
the LAND OFFICE as INLAND LOT 857,
measuring 178 feet; and on the West side on
a close registered in the LAND OFFICE
as INLAND LOT 859, measuring 172 feet;
which said PIECE or PARCEL of GROUND
contains in the whole 2,268 square feet
registered in the LAND OFFICE as INLAND
LOT 858, together with the SHOP No. 103,
Jervois-street, and SHOP No. 70, Bonham
strand.

Yearly Crown Rent \$39.09.

TERMS OF SALE.—Purchaser shall pay at once
20 per cent. in part payment of the Purchase-
money; the remainder on completion of the
Purchase, and Execution of the Deed of Transfer,
which shall be prepared by a Solicitor at the
Purchaser's expense.

J. M. GUEDES,
Auctioneer.

Hongkong, 17th April, 1882. [246]

NOTICE OF REMOVAL.

R. FRASER-SMITH, PUBLIC
ACCOUNTANT, ARBITRATOR, AND
COMMISSION MERCHANT,
has THIS DAY Removed to No. 6, Peddar's Hill.

All kinds of Commission BUSINESS executed
on the most reasonable terms. Special Agents
in London and Sydney.

Balance sheets drawn out; Books balanced
and audited, and every description of Account-
ant's Work undertaken. Charges strictly moder-
ate, and perfect accuracy guaranteed.

Office Hours: NINE till FOUR.
Hongkong, 2nd January, 1882.

Intimations.

SAYLE & CO'S SHOWROOMS.

SAYLE & CO.

ARE NOW SHOWING NEW SPRING AND SUMMER GOODS.

EX "FLEURS CASTLE."

A splendid assortment of French and English
Pompadour Prints and Satens.
New Patterns in French Percalés.
Specialties in Damasses and Black Grenadines.

Nun's Beiges and Veilings.
Silk, Lisle Thread, & Cotton Hosiery in all sizes.
Irish Linens and Diapers.
New Millinery.
A choice selection of Flowers.
Sewing Machine by the leading manufacturers.

N.B.—A few REMNANTS and TOYS left over from the Sale still on offer at greatly
REDUCED PRICES.

VICTORIA EXCHANGE, HONGKONG.

White Stuffed Dress Materials in large
variety.
White Victoria Dress Lawns in all qualities.
Ladies French Shoes in every size.
Silk and Wool Flannels.
Black Paramattas, Cashmeres, and Merinos.
New Parasols and Umbrellas.
Envy Fruit Salt.
Alkington's scents.
Brushes and Combs.

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Intimations.

A. S. WATSON & CO.

WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND

Manufacturers of the following

AERATED WATERS,

viz:

SODA TONIC, SASSAPARILLA,

AND POTASH LEMONADE,

GINGERADE, RASPBERRYADE,

AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from

7 A.M. to 7 P.M.

SHIP'S MEDICINE CHESTS REFITTED,

PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,

HONGKONG.

SHANGHAI PHARMACY,

SHANGHAI.

CANTON DISPENSARY,

CANTON.

THE DISPENSARY,

FOOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to subscriptions, advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish the Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

BIRTH.
On the 29th inst., at Victoria House, Mrs. B. H. DAVIES, a son.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 29, 1882.

In the House of Commons, on Thursday, March 16th, the House went into Committee of Supply on the Navy Estimates, Dr. LYON Playfair in the Chair, when Mr. TREVELYAN, Secretary to the Admiralty, made the following remarkably interesting statement of our Naval Affairs, which we need make no apology for publishing at length:—

I intend, Sir, to deal with the personnel of the Navy first; and then to make the usual financial statement. This is of particular importance when the time has come for reconsidering and rearranging the pay and position of a very great body of men and officers who are paid under the Naval Reserve. There have been long periods in the history of the Royal Marines which were nothing but one story of great services repaid by neglect and something like ingratitude. Things have been mending for some time past; but it was only in July last that the officers of the Marines, in matters of pay and promotion, were put on a level with their deserts. It is with great satisfaction we have found ourselves able to adopt a scheme by which every lieutenant in the Royal Marines will have his promotion in twelve years at the latest, instead of sixteen, without forcing any officer out of the service. The number of majors has been increased by six in the Royal Artillery, and by eighteen in the line infantry; and compulsory retirement does not begin until the rank of major is attained, and until a man is 48 years of age. The Royal Marines were considerably over-officered, and the Admiralty have now laid down that a staff of 376 officers, instead of 391, would suffice for the duties of the corps, and keep the flow of promotion active, without which no corps will be contented. And while attending to the interests of the officers, the Admiralty have not neglected the interests of the private men and non-commissioned officers of all ranks. The latter have been raised in pay, and in the same proportion as in the case of the non-commissioned officers in the army. An increase of a penny a day will be given to officers who perfect themselves in gunnery. A lodging allowance has been given to married men, to enable them to support their families in greater comfort, and a certain stoppage from their pay, which caused great annoyance, has been done away with. I trust that the hon.

members who advocated the cause of the Marines this evening will remember the amount of advantage which has recently been conferred upon this corps. The pecuniary advantage which has been conferred on the Marines by recent changes amounts to no less than 24,000*l.* a year, and these additional benefits have been conferred without any additional burden on the public. With regard to the reduction in the number of Marines, I may say that some time ago there was a very strong discussion as to the corps, and it began to be a moot question whether that corps should not undergo changes which would amount to its abolition as a historical service. These proposed changes the Admiralty have not entertained, and they regard the corps as of the same value as it was in times past. But the changes and conditions of the naval service have detracted nothing from the importance of the Marines. The corps is a reserve of priceless value to the Navy, and it is impossible to over-rate the value in time of war of having those men on board who are fitted by their martial habits and nautical aptitudes to serve as a nucleus of martial order and skill in a time of chaos and disorder. Moreover, it is very convenient to have an alternative mode of recruiting for the Navy, and the corps was a very popular channel through which to draw grown men into the Navy. But there remains behind the strongest reason of any for preserving the corps. In these days of complicated vessels and trained mechanics you cannot detach a strong force without weakening and crippling the men of war having legitimate service at sea, and when any force is told off the Marines should be the first to go on shore. That is in accordance with the opinion of Lord NELSON, and it was as true in his day as it is true in ours; and for these reasons the Admiralty think that the corps of Marines should be maintained on its present footing. Precisely these reasons justify the Admiralty in slightly reducing the numbers of the Marines. It is the Marines are to form a certain known part of the complement of our ships, then we must look to the change of these complements. Twenty years ago a ship was in a very different state from what it is now. In a first-rate ship of war in the year 1862 there were borne four marine officers and 156 men. The *Thunderer* and *Devastation* of the present day carried one marine officer and 39 men. The largest crew-carrying vessel which we have only carries three Marine officers and 130 men. Now in the year 1862 a second-rate ship carried 150 Marines, and a third-rate ship carried 122 Marines. There is no single second-rate ship in the Navy now carrying 100 Marines. A 40-gun frigate in 1862 carried 59 Marines, men and officers, but the *Comus* corvette of 1882 carries 35 Marines. In 1862 the number of Marines afloat was 8500, and 1882, from circumstances connected with the advance of science, the number is 6200 men, and the Admiralty are persuaded that in order to preserve the efficiency of the Marines as a sea-going force, we should have one man afloat for every one who serves on shore; and, therefore, they are bound to put the force at the figure which appears in the Estimates—namely, 12,400 men. Passing next to the engineers, the embarrassments in which we find ourselves with reference to them come from the fact that this part of the service was not formed, but had grown up. When steam was introduced into the Navy it was necessary to find men to conduct the work of it, and the Government had to go where men were found ready in large numbers. The earlier engineers belonged to very much the same class as the men who worked the engines in the Merchant Navy. Up to 1847 they were not officers in the Navy at all, but the Admiralty saw the inconvenience of having no commissioned officers who were cognisant of the motive power of the Fleet, and they went too far in the opposite direction. In 1863 we had 1414 commissioned engineers, who were employed on all sorts of multifarious work, because there was not officers work for one half of their number. The Admiralty, however, saw the mistake and began immediately to correct it by introducing a class of naval mechanics, who were the present class of engine-room artificers. But the Admiralty did not find in the open market with certainty men as commissioned engineers, and so they instituted a system of special training for six years in the college at Marlborough, and a very fine set of young men were now got, whom they were determined to turn into officers. The number of engineer officers in future had been fixed at 650 instead of the present establishment of 832. The advantages of the position of naval engineers is demonstrated by the fact that in the last four years 774 candidates have come forward for 209 posts; and as regards pay, I can draw but one conclusion, that the engineers are not an underpaid service. With regard to the engineers now at the top of the list, the Admiralty propose to compensate for the slowness of

promotion by giving an extra shilling a day pay after nine years' service. The chief inspectors will receive an increase of 2*s.* a day and the inspectors a smaller increase. At present an artificer serves ten years before he gets his promotion, and the Admiralty have determined to reduce that probationary period to six years. They also find themselves able to confer advantages on the boatswains and gunners. The present warrant officer serving on board harbour ships is under a peculiar disadvantage as compared with the warrant officer who serves on board sea-going vessels, for, after fifteen years' service, he is a shilling a day worse. The difference in the pay has been defended on the ground that it induced men to go abroad. The Admiralty, however, have decided to place every warrant officer holding an actual appointment on a harbour ship on a level with a warrant officer on a sea-going ship. With reference to carpenters, fewer are required at sea, as much of their work is now done by the engineer and much by the artificer. For some time past 20 berths among the carpenters have not been filled up. The Admiralty propose to make this diminution permanent, so that we get a slight relief to the taxpayer. We propose this year exactly the same number of men, officers, and boys as was voted in the year 1881-82, if we allow for the reduction of the marines (hear, hear). In 1881-82, including the Supplementary Estimates, 10,945,919*l.* was voted for the Navy, of which 303,000*l.* was due to the expenditure in the Transvaal. Excluding this, the normal Naval Estimates of the current year amount to 10,642,919*l.*, but since the Estimates have been presented, to Parliament this year, a great change has been sanctioned by the Treasury. The Navy was always allowed to take in aid of its votes the lion's share of the extra receipts, but there are certain extra receipts of a class which used to be paid into the Exchequer. The sum in question amounted in 1881-2 to 162,370*l.* This Christmas the Treasury agreed that the Admiralty should take over all the extra receipts, and take them to the credit of its votes. Those extra receipts this year amount to 169,000*l.* In the coming year we believe they will reach 240,000*l.* owing chiefly to the sale of ships, and partly to the sale of a certain sort of ornamental stores which has become obsolete. In 1881-2 the Navy Estimates, minus the extraordinary expenditure of the Transvaal, amounted to 10,642,919*l.* Deducting 162,370*l.* for extra naval receipts, the net burden on the Exchequer in 1881-2 was 10,480,549*l.* For 1882-3, we ask the country to provide, as the net burden on the Exchequer, 10,483,921*l.*; that is to say, the burden on the Exchequer, within a trifle of 3,000*l.*, is exactly the same as last year. But, with 80,000*l.* more on the extra receipts the spending power of the Department is increased by that amount. In other words, we propose to spend on the service of the Navy 80,000*l.* more than last year, the extraordinary service for the Transvaal being omitted on both sides. But that 80,000*l.* will be covered by the increased sale of old ships, which the Department now will have a real, a solid personal interest in not giving away so freely as they have given away in years past. In the Vetting Vote there is a reduction of 600*l.* The general feature of these Estimates is that the Naval Lords and the permanent heads of departments have kept down the expenditure of those services the expenditure of which is determined by unremitting and judicious work. In the Vote for Dockyards there is no increase; but last year the fifty-third week fell in, and this entailed an extra charge of 20,000*l.* The Naval store Vote and shipbuilding by contract show an increase of 160,000*l.*, so that the general result is, that with only 80,000*l.* to draw upon, the Admiralty have been able to advance no less than 180,000*l.* to the important work of increasing the Fleet. With this money we have been able to arrange for the building of 20,142 tons, of which 11,466 tons are for armoured ships. At the close of last Session I announced that the Board of Admiralty had decided not to build ships of very great size, or any very great variety. I argued that when you had got hold of a good type it was well to go on producing it. The Board also came to another conclusion, viz., to press on the ships which we had in hand, and to get them afloat as fast as possible. Those will be the two leading features of the programme this year. The *Agamemnon*, with the *Ajax*, the *Conqueror*, and the *Polyphemus*, will be actually finished this year; the *Collingwood*, the *Colossus*, the *Amphion*, and the *Majestic*, will be finished at Pembroke as soon as possible. The *Rodney* and the *Howe*, two ships which belong now to what is called the British Admiralty class, will be put forward at Chatham and Pembroke respectively, and another ship of the same type will be commenced by contract. These three vessels, modified to carry 60-ton guns instead of the 43-ton guns carried by the *Collingwood*, will require in addition

an approximate estimate of 400 tons to their displacement, and from 25,000*l.* to 30,000*l.* to their expense. The *Rodney* and the *Howe*, intended to carry the 60-ton gun, and the three ships which are at present paper ships, will likewise carry that gun. Before the year ends, at Portsmouth and at Pembroke two new ironclads will be laid down, the details of which I will speak of at a later period of the Session. The *Dolphin*, which is about half ready for service, will be finished. The *Rupert* will be re-armed with 18-ton breech-loaders, and the *Howe* will have a broadside of the same guns. The *Andalus* will have new boilers, and the *Shannon*, which has just come back from the Pacific, will be thoroughly overhauled and made ready for coast service and at Malta, which has been placed amongst the list of dockyards (hear). The *Thunderer* and *Inflexible* will be repaired. With regard to guns, the present Government have used all celerity in substituting guns of the new type for the old, consistently with the care that has to be observed in such a matter. Within the current year the *Comus* will absolutely be armed with the 13-ton gun. The *Majestic* and the *Colossus*, which come next for armament, will carry the same weapon. The most recent gun will pierce anything that floats at 1,000 yards, it will at that distance go through 22 inches of iron and 19 inches of compound steel, and it is doubtful if a much more powerful gun will be required. The Admiralty believe that you will get as high type gun as you want in the 60-ton gun; and the French have adopted the same opinion, having fixed upon the 59-ton gun as their heaviest weapon in the future. The five new ships in the list of the English Estimates will carry this weapon. Of lighter armour-piercing guns we shall have 174 of all sizes of the new type within the next year. Of the Nordenföldt gun, which, during the two minutes that a torpedo boat is in action, will fire 500 bullets, each of which will pierce her deck and sides, we shall, by the 31st of March, have 504. We shall also have 200 additional Gardner, while we shall have 200 torpedoes afloat, and, by the end of the year, 250 in store. If anything can ever diminish the enormous and ruinous expense of naval armaments, it will be the supplementing our heavily armoured ships by cheaper and swifter ships. This country was the first country that had to build ships to fight the ironclads. That was the object of the *Polyphemus*. But the *Polyphemus* had certain drawbacks, and for a so-called cheap ship she was very dear. In the next place, she was not a habitable ship, and could only carry men for fighting purposes. She had very little coal accommodation, and after a short period would have had to rely on her consort for coal. Accordingly, Mr. BARNARD, the Chief Constructor, in conjunction with Sir COOPER KERR, has designed an auxiliary ship which will be armed with a ram and torpedo, will have water-tight compartments and an under-water deck two or three inches thick protecting her engines and torpedoes, she will also have two conning-towers from which she would be navigated, and she will be for all purposes of fighting, an ironclad, though, no doubt, of a weaker type. She will also carry four 6-inch guns and ten machine guns in the turrets, which will be armed sufficiently to protect them against mitrailleuses. She will carry coal enough to last her a month when steaming at eight, ten or even sixteen knots an hour, and she will, on an emergency, accommodate 200 officers and men. She will cost 110,000*l.* hull and engines, as against an estimated 150,000*l.*, but an actual 200,000*l.* for the *Polyphemus*. Of cruisers proper, the *Meadow*, the *Arethusa*, and the *Phalanx* will pass out of the hands of the contractors, and will be given over to the Admiralty, while the *Pembroke* and the *Amphion* will be pressed on as rapidly as possible. Hon. members will observe that the Admiralty do not propose to construct any sailing vessels for the purpose of training seamen, as they think that sailors should be trained on the same vessels as those on which they have to fight (hear, hear).—We have, therefore, issued an order to the Commanders in Chief on each foreign station to choose a period of the year most suitable for the climate to go on a combined cruise with the ships under their command, or as many of them as can be got together, so that the officers and men may be trained both in sailing and manœuvring. The real success which had attended this plan might be gathered from the report of Admiral WILLES recently sent home, who declared that it improved the physique of the men and increased their knowledge of their profession. I have reserved to the end of my statement the mention of a circumstance which more nearly concerns the Board of Admiralty, and which I hope may not be unacceptable to the Committee. In view of the rapid and ever-increasing march of science, they have decided to call in the aid of scientific

men both from outside and inside the Department. The Controller, as the Committee is aware, has been called within the Board, and there has been invited to join the Board one possessing special engineering and mechanical experience. If such a man is found he is not to be lightly lost, and we have thought it best to make the non-acceptance of a seat in Parliament a condition of holding the office. Such a man Lord NORTHROOK and his colleagues think they have found in Mr. GEORGE RENDELL, who was a partner of Sir WILLIAM ARMSTRONG. His experience as a member of a first-class firm will enable him to apply to the labour of the dockyards that knowledge which a man trained in this or the other House of Parliament cannot acquire by any amount of industry. His experience as a mechanic, and his position as the pioneer of hydraulic gunnery, will enable us to appeal to him with advantage on these points. Everything is now more special in its nature, complicated, and above all more cruelly expensive. When we have armour costing 90*l.* per ton, where not many years ago it cost not more than 40*l.*, when the apparatus for mounting a single pair of guns now cost twelve, fifteen, and even eighteen thousand pounds; when torpedoes for offence and torpedo-netting for defence is beginning to be an absolute necessity in every ship of any size defending our coasts, holding our own in the Mediterranean, and protecting our commerce over the entire globe, when we are surveying the coasts and seas of every part for the benefit of other nations, and when alone among civilized nations we are entailing some sacrifice to pull down the slave trade, the British Navy can never fail to be a great and serious burden, and then, indeed, is it a never-ending task for those responsible for it to see that the nation shall get worth for its money (loud cheers).

We have the highest authority for stating that there is not the slightest possibility of Mr. Munchausen being succeeded either by Sir John Pope Hennessy as Governor of Hongkong, or H. E. Li Hung-chang as Viceroy of Chih-li.

We have received from the Government several papers relating to the Sanitation question, also a copy of a lengthy communication from Mr. J. M. Price to the Earl of Kimberley, dealing with the proposed introduction of tramways into Hongkong. We shall take an early opportunity of dealing with these papers exhaustively.

A JINRICKSHA coolie was fined this morning at the Police Court for carrying a table and other things in his vehicle. We ventured to predict a short time since that the time was not far distant when roasted pigs and other defunct animals would be freely run about in the two wheelers, which were introduced into the Colony for the special benefit (?) of foreigners. Our prediction is evidently not far off fulfillment.

THE Constantinople correspondent of the *Standard* telegraphs on March 23rd that formal permission has been asked of the Porte by the Russian Government for the passage through the Straits of another Russian transport, with five hundred nihilist prisoners sentenced to transportation and a military guard in charge on board. The steamer is timed to arrive in the Bosphorus, en route for a Siberian port, about the end of March. Communications on the subject are passing between the Porte and the Russian Embassy, but it is believed that, notwithstanding the soreness recently created here by the action of the Russian authorities in omitting to communicate with the Porte on a similar occasion, the necessary permission will not be withheld.

Mrs. SNELLING charged her amah at the Police Court this morning with using abusive and insulting language to her yesterday. The complainant said she was a married woman, living by herself at Wanchai. Last night about 7 o'clock she saw the amah in mysterious and whispering "confab" in the passage with her coolie. She had frequently had to speak to the amah about neglecting her work, and spending her time with the coolie instead. She asked the coolie what the purport of their conversation might be, when the amah began to abuse her, declaring she did not care for her or her orders, and when she told her she should have to call the police, she said she did not care if she did. The amah used very strong language in Chinese, wished her mistress was gone to join the majority, and called her a liar. She told her to keep quiet, but she kept on abusing her for nearly two hours, compelling her, at last, to call in the police. She has not been at all well lately, and had given orders to the amah to sleep upstairs with her last night, and to carry her bed to the side, but she neglected to do so. The amah, who had been only a week in her employ, and came on the understanding that she was to do needle work and wait upon her, was very idle, taking six days to trim a pillow case, a work that should have been finished in two. The amah, in her defence, said she was simply asking the coolie to get a light, when her mistress complained, and said she was "carrying on" with him. Considering sixty years had come and gone over her virtuous head, she did not like to be thus tainted, and so got angry, and told her mistress she had no right to speak to her in that way. She never used any violent language, and the reason she took so long to trim the pillow case was because it was fine work, and she had not improved her official powers. The complainant, with whom she had been ten days, was perpetually scolding her. Mrs. Snelling having intimated that she was not going to keep the amah any longer, the defendant was discharged.

The Spanish steamer *Emmy* will dock at Kowloon this afternoon.

REUTER wires that the relations between the Government and the Irish Members are more friendly.

ACCORDING to the *Herald*, His Excellency the Governor Ching was expected to return to Foochow from Formosa on the 21st inst.

A LONDON telegram of yesterday's date states that the Bill for Bribery and Corruption has been read in the House of Commons a second time.

WE are informed by the Acting Post Master General that as at present arranged, both the British and French Homebound Mails will be made up on Thursdays, until the 31st of August, inclusive.

A COOLIE got six weeks' hard labour this morning at the Police Court for running off with a pair of inexpressibles belonging to Fu Tsun, a widow. The pants were hanging on a bamboo when the coolie annexed them.

KWOK AIH, engineer, who was sentenced to fourteen days' hard labour yesterday for leaving his employment at the East Point Sugar Refinery in March last without giving due notice, was let off this morning, upon the application of one Twok San Chun, by payment of a fine of ten dollars.

REUTER telegraphs that it is rumoured Lord Dufferin will be the next Lord Lieutenant of Ireland. When his lordship returned from Canada, where it will be remembered he won golden opinions as Governor General, the probability of his succeeding to the Viceroyalty of Ireland was freely discussed in home political and social circles.

ACTING SERGEANT FORBES entered the second floor of First-street yesterday morning, by the roof, and arrested one of a party of gamblers as he was cleverly, as he thought, making his escape by the same outlet. He also arrested three others as they were escaping down the stairs. The four were brought up this morning before Mr. Wodehouse, and fined \$10 each or six weeks' hard labour.

THE *Standard* is informed that the trials made with the *Polyphemus* thus far are contractors' trials for machinery preliminary to its acceptance, and are not trials of the ship. The speed trials of the ship will be made at Portsmouth as soon as the preliminary difficulties attendant upon the attempt to employ locomotive boilers in a sea-going ship have been overcome, and the contracted power of the engines has been developed on a long run at the Nore.

THE *Madras Weekly Mail* says:—Sir John Pope Hennessy, K.C.M.G., the Governor of Hongkong was expected to arrive in Calcutta from Singapore on the 3rd inst. He is said to intend spending a great part, if not the whole, of his six months' leave of absence from Hongkong in India. With his eye, doubtless, on the first vacant Governorship!

GOVERNOR HENNESSY has already so far benefited by his trip to India that we hear there is a probability of his return here sooner than was anticipated. In which case we shall not be surprised to see the Editors of the *Daily Press* and *China Mail* called to account for their libellous falsehoods regarding His Excellency, in a manner they hardly expected.

WE would remind our readers of the performance of Rossini's popular comic opera "Il Barbiere di Siviglia" to be given at the Theatre Royal, City Hall, this evening by the Italian Opera Company. The former representation of this attractive opera proved so successful, that we have no doubt a large audience will again assemble to enjoy the drolleries of *Figaro* and the amusing intrigues of *Almaviva* and *Rosina*.

It is stated that the Spanish Minister in London has informed his Government that Mr. Gladstone is disposed at last to negotiate seriously for a Treaty of Commerce, or at least for some agreement between Spain and England, in view of the Spanish tariffs. In answer to the British Government, Señor Sagasta declared that he would prefer to negotiate in Madrid if England was disposed to send Commissioners with full powers. In Ministerial circles it is reported that the Madrid Government expects that Mr. Gladstone will accede to its request, as the Minister for Foreign Affairs in Despatches this year fully explained the demands of Spain on the question of wine duties.

WE have an occasional correspondent in Haiphong who sends us any items of news in that district likely to prove of general interest. We also receive frequent visits from the officers and engineers of the steamers which ply regularly between this colony and the southern ports. Neither our Haiphong correspondent, nor our friends the officers referred to, have heard anything of the warlike campaign which, according to the *Daily Press*, is being carried on by the French in Hanoi. In fact, we are informed that the reported "wars and rumours of wars" are nothing more nor less than the excited imaginings of an enterprising trader in Haiphong, who is laudably anxious, for motives of self interest, to attract public attention to Hanoi and district as an important trading centre. We don't think he is likely to succeed. The assault on the citadel, according to our morning contemporary, after mysterious and inexplicable delays, was to be made without fail by the French Commandant on Wednesday last, so we ought in the course of a day or so to be in possession of a glowing account of how the French braves scattered the Annamese and Chinese like chaff before the wind, and made themselves masters of the second Malakoff. As soon as we receive reliable news from the seat of war that hostilities have actually commenced, our War Special will get orders to pack his traps (i.e. a shirt collar, a long pencil, and a cotton umbrella) without delay.

WE have no intention of permitting the *Daily Press* to invent gory campbats in the open field, and daring assaults of impregnable fortresses defended by the desperadoes of the Black Flag with their *mitrailleuses*, without having something to say in the business.

